





## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND  
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND  
SHERRY.

Before Dinner.

THE SAME.

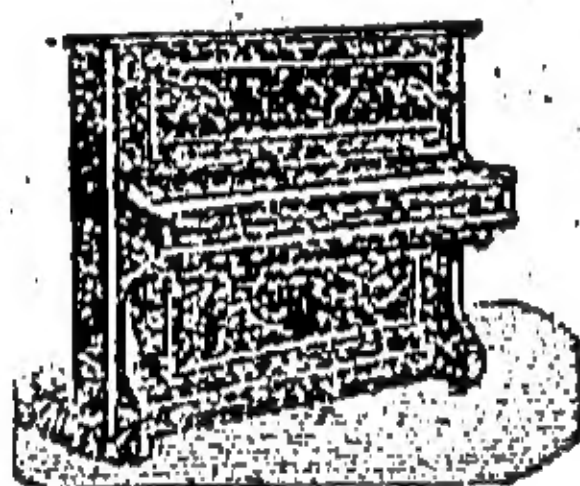
At other times and at all times  
Champagne Bitters and Whiskey is  
good.

Stick to this advice and you'll  
never know you have a liver.

WATKINS,  
LIMITED.

Chemists and Aerated Water  
Manufacturers.

Hongkong, 13th August, 1901. [742c]

THE  
ROBINSON  
PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT  
SYSTEM.

Hongkong, 19th August, 1901. [571c]

COTTAM &amp; Co.

NOW offering Special Sample Consignment  
of the Celebrated

K BOOT,

ENGLISH MARK.

Hongkong, 26th August, 1901. [671c]

KELLY &amp; WALSH, LD.

NEW BOOKS.

ALL THE WORLD'S FIGHTING SHIPS,  
by F. T. Jane..... \$9.50  
THE FIGHTS WITH FRANCE FOR NORTH  
AMERICA, by A. G. Bradley..... 9.00  
BRASSEY'S NAVAL ANNUAL, 1901..... 10.00  
BEAUTY'S AIDS, OR HOW TO BE BEAU-  
TIFUL..... 2.25  
ROYALTIES OF THE WORLD..... 6.75  
BOXING, by Capt. W. E. Johnstone..... 1.75  
WORK, by E. Zola..... 2.25  
THE LAST OF THE GREAT SCOUTS:  
THE LIFE STORY OF "BUFFALO"  
BILL, by H. C. Wetmore..... 2.50

A. CHEE &amp; Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-  
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen  
Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and  
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2ND.

SALE! SALE!! SALE!!!

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,  
Romants, Toys, Dolls, Gentlemen's Hats,  
Half Hose and Gloves.

R. G. HECKFORD,  
Manager.

OLD MATURED

JOHN WALKER WHISKEY,

FROM THE FAMOUS

KILMARNOCK DISTILLERY.

THE FAVOURITE WHISKY IN THE OLD COUNTRY.

ASK FOR IT!

Hongkong, 22nd July, 1901. [775c]

To-day's  
Advertisements.

BY ORDER OF THE SUPREME COURT  
OF HONGKONG.  
PUBLIC AUCTION.  
MESSRS. HUGHES AND HOUGH will  
sell by  
PUBLIC AUCTION,  
at their Sales Rooms, Ice House Street,  
on  
THURSDAY, the 31st September, 1901,  
at 3 P.M.,  
in two Lots.  
THE VALUABLE LEASEHOLD  
PROPERTY,  
situate at Victoria Hongkong.  
LOT 1.  
The Valuable Messuages and Premises  
known as No. 34, Lower Lascar Row and No.  
33 Upper Lascar Row held for an unexpired  
term of 942 years at the Annual Crown Rent  
of \$11.

LOT 2.  
The Valuable Messuages and Premises  
known as No. 27 Queen's Road Central, and  
No. 22 Jervois Street held for an unexpired  
term of 942 years at the Annual Crown Rent  
of \$18.  
For further Particulars and Conditions of  
Sale, apply to  
DENNIS and BOWLEY,  
Solicitors,  
Supreme Court House,  
or to  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 29th August, 1901. [941c]

BELILOS PUBLIC SCHOOL.  
THE above School will Re-open on MON-  
DAY next, September 2nd.  
Hours from 6.30 A.M. to 3.30 P.M.  
Hongkong, 29th August, 1901. [939c]

ROWLOON BOWLING GREEN CLUB.  
THE MEMBERS OF THE KOWLOON  
BOWLING GREEN will be "AT  
HOME" to their Friends on SATURDAY  
AFTERNOON, 31st August, from 4.30, on the  
occasion of the Opening of the New Greens on  
Austin Road.

JOHN CALT,  
Hon. Secretary.  
Hongkong, 29th August, 1901. [937c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"CHUSAN,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. Himalaya and  
Albatross.

From Australia, ex S.S. Britannia.

From Persian Gulf, ex B.I.S.N. and B. & P.  
S.N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 P.M., TO-DAY.

Goods not cleared by the 5th September, at 4  
P.M. will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 29th August, 1901. [5]

JUST RECEIVED.

SLAZENGER'S FAMOUS E.G.M.  
TENNIS RACQUETS.  
SANDOW'S DEVELOPERS.  
Price \$8.00.

SOLE AGENTS FOR THE  
YOST TYPEWRITER.  
Price for No. 4 or Ordinary  
Size Machine, \$25.

MACMILLAN'S ATLAS OF CHINA, JAPAN,  
&c..... \$1.00  
A HISTORY OF CHINESE LITERATURE,  
by H. A. Giles..... 3.50

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Price for No. 4 or Ordinary  
Size Machine, \$25.

To-day's  
Advertisements.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship  
"HAINUN,"  
Captain Passmore, will be despatched for the  
above Ports, TO-MORROW, the 30th instant,  
at 3 P.M.  
For Freight or Passage, apply to  
DOUGLAS LARRAIN & Co.,  
General Managers.  
Hongkong, 29th August, 1901. [933c]

TO LET.  
POSSESSION from 1st January, "THE  
CASTLE" on CASTLE ROAD.  
Apply to  
No. 5, SEYMOUR TERRACE.  
Hongkong, 29th August, 1901. [940c]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.  
FOR TAMSUI (DIRECT).  
THE Company's Steamship  
"DAIGI MARU,"  
Captain T. Kitano, will be despatched as above  
on SATURDAY, the 31st instant, at Daylight.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 29th August, 1901. [938c]

AUSTRIAN LLOYDS STEAM NAVA-  
TION COMPANY.  
STEAM TO SHANGHAI.  
THE Company's Steamship  
"CARINTHIA,"  
Captain Marocco, will leave for the above  
place, on THURSDAY, the 12th September, P.M.  
For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 28th August, 1901. [934c]

THE CHINA MUTUAL STEAM NAVA-  
TION COMPANY, LIMITED.  
TRANS-PACIFIC SERVICE  
TO  
VICTORIA (B.C.) AND SEATTLE.  
Calling also at Tacoma and carrying Cargo  
on through Bills of Lading to NEW YORK  
and other ports of the United  
States in connection  
with the  
GREAT NORTHERN RAILWAY CO.'S  
LINES.

THE Steamship  
"MOYUNE,"  
Tons 4,646.  
is due here on 6th September, and will have  
quick despatch.  
For Rates of Freight and further Particulars,  
apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 28th August, 1901. [915c]

ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

WATSON'S CELEBRATED

E  
BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to  
be the BEST BRAND in the FAR  
EAST.

Per Dozen..... \$15.00

The following Blends are also recom-  
mended, and are unsurpassed  
in quality—

A.—THORNE'S BLEND..... \$10.80

B.—GLENROCHY, MELLOW  
BLEND, a fine Soda  
Whisky of great age..... 10.80

C.—ADELPHI-GLENLIVET..... 12.00

D.—H.K.D., BLEND of the  
Finest Old Malt Scotch  
Whiskies..... 14.40

A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY.

DEATH.

At Macao, on the 23rd instant, at 5.30 a.m.,  
MARIA ANNA JOSEFA PEREIRA MARQUES,  
the beloved wife of Lourenço Marques. Aged  
76 years. [932c]

## The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 29, 1901.

## NOTES AND COMMENTS.

## The Case of Inspector Mills.

In another column will be found corre-  
spondence dealing with the case of Inspector  
MILLS which will, we imagine, serve to show  
that Government service is not a particularly  
desirable occupation nowadays, at least in  
Hongkong. What strikes us as so particu-  
larly hard in this case is the fact that,  
apparently, the Government made not the  
least effort to defend MILLS, but allowed  
him to engage his own lawyer at his own  
expense, only telling him that his expenses  
would be refunded to him in the event of  
his being acquitted. That is to say, the  
Government practically told him that he  
was guilty in their eyes and must do the  
best he could for himself, but that if by any  
chance he could prove his innocence, then  
they would be only too happy to take up his  
case and see that justice was done to him.

This is not by any means pleasant reading  
for an Englishman. We pride ourselves,  
or perhaps it would be better to say that we  
pretend to pride ourselves, upon the fact  
that, under British law, every man is innocent  
until he is proved guilty. In order that this  
may be clearly shown to the world, it is the  
custom at home on capital charges to supply  
unrepresented persons with counsel at the  
public expense, in order that nobody may be  
able to say that they have been found guilty  
owing to the fact that they lacked knowledge  
of the points of law raised, and were left to  
fight the best legal talent by themselves.  
But here, as shown by the case of Inspector  
MILLS, a man is looked upon by his employers  
as guilty until he can prove his innocence;  
which is manifestly unjust.

Another thing which must not be lost  
sight of is the fact that MILLS was tried on  
a charge arising out of an act of duty per-  
formed at the direction of the Government  
which he served. Therefore it was, really,  
the Government, through MILLS, which was  
being tried for manslaughter, and one would  
have naturally supposed that the Govern-  
ment would have taken steps to provide  
itself with the best available legal talent for  
his defence. It did not matter, so far as we  
can see, whether MILLS was guilty or not  
guilty; he was acting in a public capacity,  
and therefore he was entitled to all the  
protection which Government could possibly  
afford him in any trouble arising out of  
the execution of his duty. Had MILLS been  
acting on his own initiative, without any in-  
struction, the case might have been different  
and he would have had no ground for complaint  
if he had had to defend himself. But this  
was not the case.

Apart from the fact that MILLS, owing to  
the failure of the Government to supply  
him with proper legal assistance, and to the  
fact that they have now punished him for  
taking steps to ensure his obtaining legal  
help, has been put to great inconvenience  
and has been wronged, we think that the  
whole affair will serve to damage the public  
service. Is it likely that our Sanitary Staff  
will care to raid houses in search of over-  
crowding now that they know they will not  
be supported by their employers in the case  
of a fatal accident arising from their carrying  
out their duty? Will any respectable man  
care to take up a none too well paid job  
when he knows that at any minute his duty  
may lay him open to a charge of manslaughter  
or murder, and that in such an event he will  
be denied even the legal assistance which is  
granted to the criminal at home? We think  
not.

## REUTER'S TELEGRAMS.

MR. KRUGER AND LORD KIT-  
CHENER'S PROCLAMATION.

LONDON, August 27th.

Mr. Kruger, being interviewed by a repre-  
sentative of the *Daily Telegraph*, indignantly  
denied that the Boer warfare was irregular.  
Lord Kitchener's proclamation, he said,  
would only intensify resistance, and that the  
only basis for peace was complete indepen-  
dence of the republics, and pardon for the  
Colonial Afrikaners.

THE FRANCO-TURKISH  
DIFFICULTY.

M. Constans, French Ambassador to  
Turkey, has left Constantinople, and it is  
officially announced that his departure im-  
plies a rupture of diplomatic relations  
between the two countries.  
France is not satisfied with the trade issued  
by the Sultan in regard to the quays, ques-  
tion, but insists on the settlement of the  
claim of all French subjects who

BRITISH SOUTH AFRICA.  
BRITISH CONVOY ATTACKED  
BY BOERS.

A squadron of Voornhuyt escorting  
a convoy were attacked by the Boers, losing  
nine killed and twenty three wounded. The  
attack was repulsed.

## BARON MILNER AT CAPETOWN.

Baron Milner met with a splendid re-  
ception on his arrival at Capetown.

AFRIKANDER LEADER  
ARRESTED.

Mr. Merriman, an Afrikaner leader in  
the Cape Parliament, is under arrest on his  
own farm.

## WEATHER REPORT.

The Observatory report says—  
On the 28th at 11.55 a.m. the barometer has  
risen slightly on the China coast. Pressure is  
high over the N.E. coast of China, and relatively  
low in the neighbourhood of Formosa. Gra-  
dient slight for N.E. winds on the China coast,  
and for S.W. winds over the middle part of the  
China Sea. Forecast:—Moderate N.E. winds;  
fair.

## LOCAL AND GENERAL.

THE new time ball was dropped at one o'clock  
this afternoon.

WHAT a relief the N.E. breeze has been to-  
day. Yesterday one wandered about in a bath  
of perspiration and to-day it is almost plea-  
santly chilly in the wind.

THE other day we noticed what we presume  
was one of the new water carts wandering  
aimlessly along the New Praya and attempting  
to lay the dust. We have not seen the water  
cart since and the Praya is as dusty as ever.  
How much longer will it take the Government  
to make up its mind to attempt to lay the dust?

WITH reference to a recent paragraph in the  
*Danahok Times* containing the words "An  
American subject," an American correspondent  
writes:—"An American subject," indeed!  
There are none. We resent the imputation.  
Americans are citizens. The people are the  
sovereigns. The public officers, from the Pre-  
sident down, are the servants of the sovereign  
people."

WE have heard many people speak well of the  
Steam Laundry. The washing is well done  
and is delivered to time, which is a great  
convenience. There is no haggling over prices  
or the number of pieces sent, either, for a re-  
ceipt is given for each batch of washing sent  
down and thus much worry and trouble is  
avoided. This is an institution which deserves,  
we think, every support at the hands of the  
public.

THESE are some of the "Geneva" rules, govern-  
ing modern warfare—You must not kill or  
maltreat unarmed prisoners. You must not  
violate flags of truce in any manner or for any  
purpose. You must not poison the water  
supply of an army; you may interrupt or cut it  
off, but you must not poison it. You must not  
use poisoned or explosive missiles, or those  
made in such a manner as to cause unneces-  
sary suffering from wounds.

WE notice that the Star Ferry Company are  
busily erecting another set of what appear to be  
sheds on their Kowloon Wharf. It would be  
interesting, we imagine, from a shareholder's  
point of view to know just what all these  
different alterations to wharves and so on have  
cost and how much the Company has benefited  
by them. When, by the way, are we going to  
have an opposition Company's start? Competi-  
tion is always a good thing!

THE Kowloon Bowling Club have laid out  
some very fine bowling greens and erected a  
nice little club house on a piece of land off  
Austin Road, Kowloon. We hear that the  
new greens are to be opened on Saturday next  
by His Excellency the Governor. When we  
wonder, is Kowloon going to have a cricket and  
football ground of its own? Surely the place  
is quite important enough now for such a very  
necessary matter to be taken in hand. Did  
Kowloon possess a proper recreation ground,  
the Band of the Third Madras would not  
have to play on a bit of waste land with no  
seating or other accommodation for those who  
like to enjoy a little good music. What a pity  
it is that none of the taipans live at Kowloon!

## AT THE MAGISTRACY.

## IMPORTANT OPIUM CASE.

Wong Fong was charged with illegal pos-  
session of 41 taels and 6 mace prepared opium.  
The defendant surrendered to his bail of \$1,000.  
Mr. F. B. Deacon appeared for the prosecu-  
tion and Mr. J. F. Reece for the defence.  
Kea Sing, the complainant said, he was  
excise officer No. 77. He saw the defendant  
on the Praya Central Wharf on the 21st instant  
at 3 p.m. coming from a launch; he had a  
bundle with him. The witness asked him  
what it contained. The Defendant replied  
"Medicine" but afterwards said opium. The  
defendant produced 40 certificates. The wit-  
ness, arrested him, because the certificates  
related only to the New Territory.

To Mr. Reece—His master was the opium  
farmer. He could not read Chinese. He  
did not know the licence for the New  
Territory. His master had told him to ar-  
rest people with pink certificates coming to  
Hongkong. The papers covered the opium  
and it is Opium Farmer's opium. Inspector  
Warnock refused to take the half ton of bricks  
and the defendant to the Opium  
Farmer, who told him to charge him.

For the defence, Mr. Reece called W. G.  
Wang, a witness, he said, the first witness  
brought the defendant to the station. He  
found the certificates covered the amount of  
the opium. He told the excise officer, to take  
the man to the Opium Farmer. They returned  
with a cart asking me to accept charge against  
defendant.  
To Mr. Deacon—He was informed the cer-  
tificates were for the New Territory, and not for  
Hongkong. That was the reason he told them  
to go to the Opium Farmer.  
After hearing counsel, Mr. Hazeland found  
the Defendant guilty of one month's imprison-  
ment and the opium to be forfeited.

It is really amusing to see the manner in which  
Mr. Kruger still continues to try and humbug  
the public. His hurried flight ought to have  
proved to everybody that he himself looked  
upon the Boer cause as lost, and yet he would  
now have us believe that the only hope of  
peace is the granting of complete independence  
to the two states which we have annexed by  
force of arms, and the pardon of men who can  
only be looked upon as traitors. Of course  
Mr. K. does not think Boer methods of warfare  
irregular. How can he do so when he himself  
walked off with all the available petty cash of  
the Transvaal? We have no doubt that, had  
he the pluck, he would be only too glad to join  
in the irregular warfare himself, but as matters  
now stand he finds it pays better to masquerade  
as an exile and live comfortably upon the  
pulsed funds of the burghers. What an  
arrant old humbug the man is!

ACCORDING to a writer, the shell-fish that grow  
in the waters of the Pacific on the California  
coast are a poor lot, and repeated attempts have  
been made to improve their quality. Oysters from  
the East have been planted in San Francisco  
Bay, but they don't thrive. Lobsters also have  
been carried there. The first lot of young lobsters  
that went out quarrelled so violently in their  
tanks that they arrived in a deplorable state of  
dismemberment. Many were dead, and the bot-  
toms of the tanks were strewed deep with claws.  
"We can better that," said the fish commission-  
ers, so when they shipped another lot (at a cost  
of 10,000 dollars) they put wooden wedges in the



## ENQUIRY INTO THE RECENT COLLISION IN THE HARBOUR.

As notified by us shortly yesterday, an enquiry took place before Mr. Hazland as to the collision between the *Lee Sang* launch and a boat belonging to the hospital ship *Meane*. The first witness evidence was slightly different to the statement he had given previously. Inspector Gourley pointed out one or two discrepancies. The witness Chung Fuk said he saw red, white, and green lights approaching them and he flashed a bullseye lantern in the direction, at the same time shouting out. While doing so the launch ran into and cut them down. He was thrown into the water and was picked up by the launch people. Chan San said he did not hear the coxswain give the order to flash the light. He was in the water, he thought, about half an hour before being picked up.

The coxswain of the launch was then called and said his name was Pang Fat. He was coxswain of the launch *Lee Sang*. About half past ten on the night of the 17th, he was coming West from Causeway Bay. It was a dark night with a strong wind and rain squalls. Although a good lookout was kept he ran into a dark object that proved to be a boat. He stood by for about an hour, picking up two men. The boat was showing no light. The launch was only going half speed. If a light had been shown he must have seen it. A seaman on the launch who was on the lookout, thought at first the dark shadow was a buoy. He was certain there was no light on the boat.

His Worship said the bulk of evidence was that there was no light shown in the boat, and exonerated the coxswain of the launch from all blame, simply holding that the eight men came by their death from drowning.

## THE CASE OF INSPECTOR MILLS.

## HARSH TREATMENT OF A SANITARY OFFICER.

We are indebted to our contemporary the *Daily Press* for permission to publish the following account of the case of Inspector Mills, which they published yesterday.

In April last, it will be remembered, Inspector Mills, of the Sanitary Department, was arrested on a charge of manslaughter, on the evidence of three Chinese, who alleged that he had caused the death of a Chinaman by pushing him from the roof of a house, which, Inspector Mills was inspecting. Mills denied the charge, and stated that the deceased was asleep, and on being suddenly aroused by a rush of coolies from the rooms below, who were trying to escape the inspector, he rolled from the roof and was killed.

Previous to his employment as inspector, Mills had resigned from the Gaol, where he served as a gaoler. He was originally a soldier, and claims to have good papers. While he was employed under the Sanitary Board here he bore a good character.

On being charged at the Police Court with manslaughter, Mills pleaded not guilty, and was subsequently released on bail. Being in receipt of salary equivalent to \$105 per month, and having a wife and children—one of who died during his trouble—Mills was unable to engage a lawyer, having no money, and the Government which he served declined to provide him with counsel, although the accident had taken place whilst he was engaged in his duty.

Being in a state of mind which can easily be conceived with such a grave charge against him, Mills as a last resource, was compelled to borrow \$200 to secure a lawyer, and this sum was made up of small amounts, such as \$2 and \$5, contributed by Chinese.

Having engaged counsel he received the following:

62, Queen's Road Central, Hongkong, 14th May, 1901.  
Dear Sir—I send you on the other side a copy of a letter I have received from the Sanitary Board.  
It is for you now to decide whether or not you will retain counsel.  
I should strongly advise you to do so.  
I am, Dear Sir,  
Yours faithfully,  
J. F. REECE.

Mr. JOHN MILLS.

(Copy.)  
Sanitary Board Office,  
Hongkong, 14th May, 1901.

Sir,—In reply to your letter under date of 11th May, 1901, I am directed to inform you that an application by Mr. John Mills for the payment of part of the whole of the expenses of his defence on the charge of manslaughter which has been brought against him will be considered by His Excellency the Governor if, and when, he is acquitted.

I have the honour to be, Sir,  
Your most obedient servant,  
(Sd.) G. A. WOODCOCK,  
Acting Secretary.

J. F. REECE, Esq.

In due course Mills was committed for trial, but before the day appointed something apparently went wrong with the evidence for the prosecution, for the case was withdrawn by the *Proclamation*. Had the evidence for the prosecution been in any way reliable, the case could not possibly have been withdrawn. On 18th May, Mills was called before the Chief Justice and dismissed.

The same day Mills resumed duty as Sanitary Inspector, and sent in the following letter:

Hongkong 20th May, 1901.  
Sir—I have the honour to inform you that the Attorney General declined to proceed with the charge of manslaughter brought against me by Wong Nam, Wong Sz and Wong Tai, and requested the Chief Justice to discharge me by proclamation.

This was accordingly done to-day by His Lordship, and I now beg that you will request the Government to assist me in the payment of the expenses incurred by me to defend myself against this charge, which was incurred in the execution of my duty.

I attach Mr. Reece's receipt for \$200, which has already been paid by me with money which I have been compelled to borrow.  
I have the honour to be, Sir,  
Your obedient servant,  
J. F. REECE.

Dr. FRANCIS CLARK,  
Medical Officer of Health.

The cheque was duly sent to Mills and he cashed it, and paid back the money he had originally borrowed, excepting small amounts totalling \$20, due to four persons. Mills alleges that these four persons refused to receive their money back, because they told him they had instructions not to accept it. At the shop of one of them, 65, Queen's Road Central, the Chief Detective Informer, Chi Hing, was present, and told Mills to pay the money back to the Superintendent of Police, which Mills declined to do. Some time after this Mills received the following:

Colonial Secretary's Office,  
Hongkong, 13th June, 1901.  
Sir—I am directed to forward to you, which I do, herewith, four charges against you of procuring contributions towards defraying legal expenses connected with your defence upon a criminal charge of manslaughter.

I am also to call upon you to state in writing, within seven days of the date of this letter, any grounds upon which you rely as exculpating yourself from these charges or any of them, and also, in the event of your admitting any of such charges, any grounds which you desire to urge against your being suspended from office, or otherwise punished as provided for by the Colonial Office Rules and Regulations.

I have the honour to be,  
Your obedient servant,  
T. SERCOMBE SMITH,  
Acting Colonial Secretary.

Mr. J. MILLS,  
Inspector of Nuisances.

(Enclosure.)  
1. That on or about the 3rd day of May, 1901, you did procure either directly or through your interpreter, one Ng Yui-ki, the payment of the sum of ten dollars by one Li Shan-fan, of the Lai Hing shop, No. 153, Queen's Road Central, as a contribution towards the legal expenses which you were then incurring for your defence upon a charge of manslaughter.

2. That on or about the 4th day of May, 1901, you did procure either directly or through your interpreter, one Ng Yui-ki, the payment of the sum of one dollar by one Man Yu-chiu, of the Tsun Hing tea shop, No. 159, Queen's Road Central, as a contribution towards the legal expenses which you were then incurring for your defence upon a charge of manslaughter.

3. That on or about the 6th day of May, 1901, you did procure either directly or through your interpreter, one Ng Yui-ki, the payment of the sum of five dollars by one Li Yau-tsun, of the Ki Shing pawnshop, No. 185, Queen's Road Central, as a contribution towards the legal expenses which you were then incurring for your defence upon a charge of manslaughter.

4. That on or about the 5th or 6th day of May, 1901, you did procure either directly or through your interpreter, one Ng Yui-ki, the payment of the sum of two dollars by one Chan Tung, of the Ki Hing pawnshop, No. 1, Wing On Street, as a contribution towards the legal expenses which you were then incurring for your defence upon a charge of manslaughter.

Inspector Mills replied as follows:

Hongkong, 18th June, 1901.  
Sir,—I am in receipt of your letter No. 9 of the 13th inst. The same has had my earnest consideration, and I respectfully beg to submit the following:

A.—I admit the charge of procuring contributions towards defraying legal expenses connected with my defence upon a criminal charge of manslaughter brought against me.

B.—I am unaware that in doing so I committed any breach of the Colonial Rules and Regulations. Your letter under consideration does not specify such rule or regulation.

C.—In connection with such charge, I beg to respectfully submit the following explanation. It is unnecessary for me to go into the details of the charge of manslaughter, as they are known to you, and also the fact that such charge was withdrawn against me. When such charge was preferred against me at the Police Court, I occupied a very painful position as a Government servant. I anticipated that Counsel would be placed at my service to defend me against, as was subsequently proved to be, so unjust a charge incurred whilst I was in the execution of my duty. Such Counsel not being forthcoming, I was compelled in vindication of my public and private position on my personal responsibility to engage a lawyer.

I did this after consultation with the Head of my Department, who was unable to promise me any financial assistance in defraying my legal expenses.

D.—On the advice of my friends, for I was without the assistance of a lawyer, and considering the seriousness of my position, I solicited subscriptions which would entitle me to engage Counsel for my defence.

E.—In doing this I was unaware that I committed any breach of the Colonial Rules and Regulations.

F.—Subsequently when the charge against me was withdrawn, I received from the Treasury a cheque covering the cost of my legal expenses, for which I was deeply grateful. I then refunded as many subscriptions as I was able to.

G.—In conclusion I respectfully submit—and considering the great trouble I experienced and the unjust and shameful position I occupied when prosecuted on so serious a charge, incurred through an unfortunate mishap whilst zealously engaged in the execution of my duty—that I should be granted compensation.

I respectfully trust that this will have your kind consideration.

I have the honour to be, Sir,  
Your most obedient servant,  
J. F. REECE.

The Hon. T. SERCOMBE SMITH,  
Acting Colonial Secretary.

This evoked the following reply:

Colonial Secretary's Office,  
Hongkong, 29th June, 1901.

Sir,—In continuation of my letter No. 9 of the 13th inst., I am directed to inform you that, as your written reply of the 18th inst. has not been received, the Hon. the Governor has been asked to exculpate you from the charges brought against you, the question of your suspension will be brought before Executive Council on the 9th proximo, at 11 a.m., and that you will be allowed to appear before the Council on that date and at that hour to defend yourself orally.

I have the honour to be, Sir,  
Your most obedient servant,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Mr. J. MILLS,  
Inspector of Nuisances.

Inspector Mills states that he duly appeared before the Executive Council, presided over by H. E. Sir Henry Blake, and admitted borrowing the money (he had done so before he was accused—see letter of 20th May). He pleaded that in doing so he was unaware that he had broken any Colonial Office Rule or Regulation. When asked if he desired to call any witnesses, he requested that the Hon. R. H. May, Captain Superintendent of Police, and Chi Hing, the Chief Detective Informer, should attend, as well as other Chinese. The case was adjourned.

At the second hearing, about a week later, the two witnesses Mills first requested were not present, and on his asking, statements (which were not read to him) and were unable to appear.

Mills alleges that he was not convicted on the original charge, but was punished on a subsequent charge (of which he had no notice) namely, that he borrowed money, and did not return it. He pleaded he was unable to do so when the men would not accept it.

The punishment inflicted on him was that his annual increment would not be granted for the 16th November, 1901, for twelve months. In addition he was severely reprimanded.

On the 1st August, 1901, Mills states that he sent in his pay-sheet, and when it was returned he found his increment had been stopped from the 11th inst.

The following letter is scarcely to be wondered at:

Hongkong, August, 1901.  
Sir,—I have the honour herewith to tender you my resignation as Sanitary Inspector of the Sanitary Board, which I trust will be at once accepted and permission granted to me to leave immediately.

My reasons for leaving the service should be readily understood by you and H.E., the Governor, for I consider that in regard to the attitude of the Government towards me in connection with the charge of manslaughter, and its subsequent harsh treatment of me after I was proved to be innocent, are reasons why I should resign on the first opportunity.

I have the honour to be, Sir,  
Your obedient servant,  
J. NO. MILLS,  
Inspector of Nuisances.

Dr. FRANCIS CLARK,  
Medical Officer of Health.

Accepting the verbal statements of Mills to be correct—he assures us that he is prepared to swear to them, while the written evidence cannot lie—comment on the above would be superfluous. It is hard to believe that such treatment as alleged could transpire, and so discredit an honourable British Servant, and we trust that, if any retaliation is possible, it will be placed at our disposal for publication.

## NORTHERN NEWS.

(From Our Own Correspondent.)

TIENSIN, August 17th.  
The Honours List has naturally been the topic of the week. Of course no one has been "quite" satisfied and the impossibility of pleasing everyone has been once more demonstrated. On the whole, however, the honours have given general satisfaction, and the few disappointed ones are building hopes on the possibility of a supplementary list a few weeks later. On dit that the Volunteers and Home Guard will get medals, as well as several other civilians who did very noble and self-sacrificing work, and there are names which certainly ought not to be left out of the medal list. It would be gratifying if some movement was made in the direction of journalistic honours, and honest work as distinguished from irresponsible sensationalism rewarded. This will come in time, no doubt, and greater discretion be shown in the correspondents allowed to go to the front, then the profession would not stand so badly in military books as I fear it does now. Some notice and mark of appreciation might surely be forthcoming for journalists permanently established who have steadily watched events and possibly predicted them; who have scrupulously avoided increasing international difficulties and complications etc. His Majesty would probably feel some interest in having one or two names I could mention brought to his notice; and the hard worked recorder of last year's events surely deserves a medal as much as some who made very showy rifle stands if they did nothing else.

The exodus of troops goes steadily on, but it is no means certain yet that stronger garrisons than at first estimated will not remain within very easy hail of Tientsin. There are rumours of incoming as well as outgoing Germans for instance, and we have not our friends the Russians with us yet. The Russians may possibly use their new concession on the opposite side of the river as a camp ground, and may pour in a large garrison at the last moment after every one else is gone. This would be truly Russian policy. The 7th Rajputs are expected down from Peking on Monday, but I believe the 6th Burma may go up to-morrow, so as to let dear old Li see that we can put in as well as take out.

It is impossible to ascertain with any definiteness what is transpiring in Peking, and things are not going so smoothly and the situation remains a painful one of uncertainty. Yesterday a private telegram was received here saying the Protocol was signed, but even then it has presumably to be ratified.

Heavy rains have continued throughout the North, and though to-day opened brightly it is already clouding over with assurances that, as one little girl naively put it—"the Sun hasn't done crying yet." The line between here and Newchwang is all more or less interrupted by floods, and the Manchurian line has, I understand, also suffered badly. The crops around Shanhaikuan were keeping pretty good, but in many places the floods have of course destroyed them.

The river is very full of water just now, and to be as would inspire confidence in the breast of any merchant captain abroad. But appearances are misleading and the channel which runs fifteen feet deep at high tide and 7 1/2 ft. at low tide, is exceedingly narrow. While much of the improvement is no doubt due to the river improvement work, the channel will doubtless get shallower again as the rains cease. Next year, however, we look for decided results. The *Kaiserberg* has been up without much difficulty and may get up again, and it was nice to see so big a vessel at the Bund once more, and we look forward hopefully to the restoration of old times to Tientsin.

Many new schemes are being floated, electric light for Tientsin City, Water Works very probably, a Land Investment Company for the whole of the coast, and the Tramway Scheme will be carried out, and the Provisional Government have granted a concession to the Germans, French and Japanese, I hear, object to the line running through their Settlements.

More houses are sadly needed here, and with the prospect of military families coming in, it is perplexing to think what will become of them. Why the military do not build married men's quarters is a puzzle. Bricks and labour are both cheaper than the rentals being asked—and paid.

The Russians are apparently carrying things with a high hand in Newchwang, as you will see by several proclamations which our local paper, the *North China Times* has published this week. In a private letter I had from there, some doubt was expressed as to whether there really was as much trouble in Manchuria as is represented. The Chinese, however, adhere to it that they are and intend to continue making things unpleasant for the Russians.

Cheerful Lieut. Wallace, of the Hongkong Regiment, has been welcomed back to Tientsin from India, and after doing a short turn on the Railway Staff is now doing Treasury Chest duty, and making the best of life generally. Capt. Anderson, of the same, is still in Japan.

The R. W. F. Sergeant gave a stunning smother a few nights ago in the Gordon Hall, and an honourable guest, I was much struck by the excellent management and generous liberality of the entertainers, and the excellent way in which many of the songs were sung. Col. Serjeant and Serjeant Major Kirby, both distinguished themselves. Capt. Douglas, Lieut. Wallace, Capt. Fane, and many other officers were present.

## THE PLAQUE.

Number of cases reported up till noon of the 28th August, 1901	Chinese	1,539
	Other Asiatics	30
Number of cases reported during the past 24 hours	Chinese	0
	Other Asiatics	0

Total number of cases reported to date 1,622	Chinese	1,539
	Other Asiatics	30
Number of deaths reported up till noon of the 28th August, 1901	Chinese	1,505
	Other Asiatics	1
Number of deaths reported during the past 24 hours	Chinese	0
	Other Asiatics	0

Total number of deaths recorded to date 1,551	Chinese	1,505
	Other Asiatics	1
Since upon an autopsy last the cases and deaths are:	Chinese	1
	Other Asiatics	0
	European	0

Deaths Chinese	1
Other Asiatics	0
European	0
Total	1

Deaths Chinese	1
Other Asiatics	0
European	0
Total	1

Deaths Chinese	1
Other Asiatics	0
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European	0
Total	1

Deaths Chinese	1
Other Asiatics	0
European	0
Total	1

Deaths Chinese	1
Other Asiatics	0
European	



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAIRATA MARU .....	Kobe and YOKOHAMA .....	TO-MORROW, 30th August, at Daylight.
KAGA MARU .....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA .....	MONDAY, 2nd Sept., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 29th August, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 17th Sept., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Oct., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 5th Nov., at Noon.

THE Twin Screw Steamship

"AMERICAN MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 17th September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 26th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior Points of U.S.A. to the Orient.

For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK: To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits.

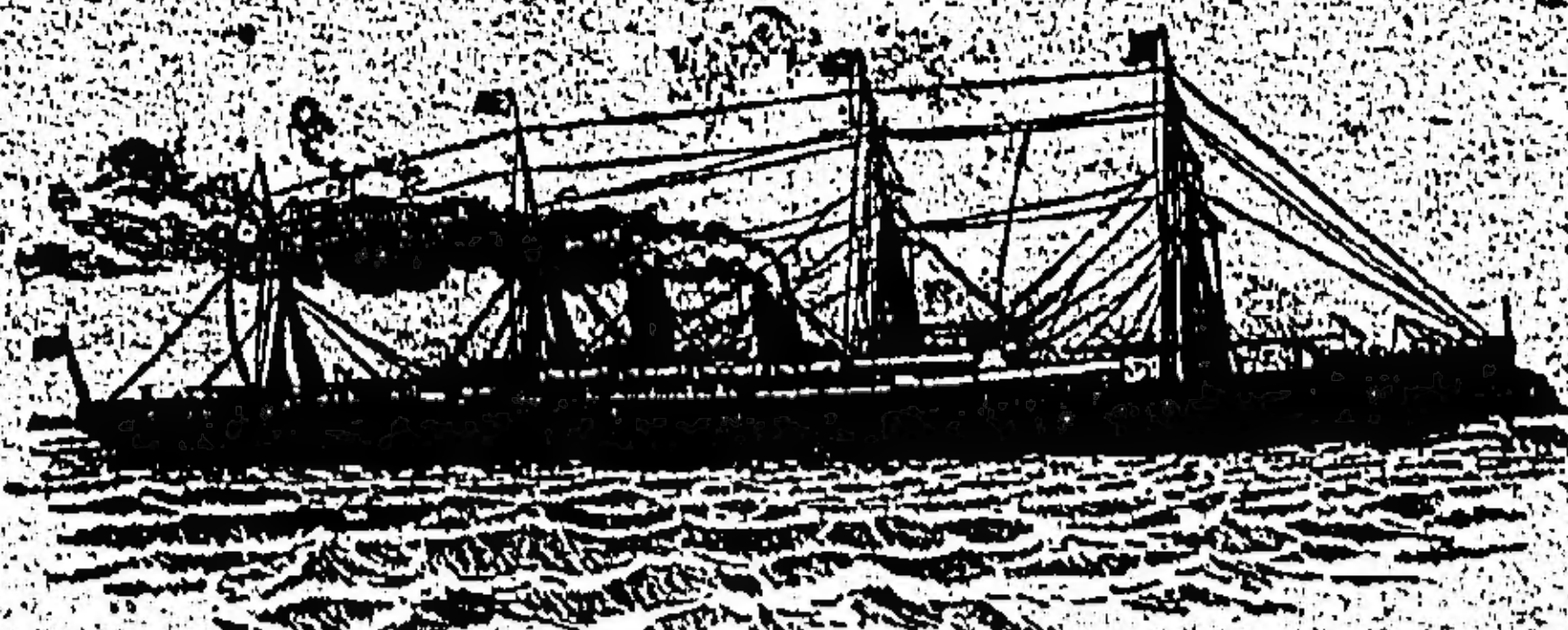
FRANK WATERHOUSE & CO., General Western Agents, SEATTLE, or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 26th July, 1901.

## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU" .....	SATURDAY, 31st August, at Noon.
"COPTIC" .....	TUESDAY, 10th September, at Noon.
"CITY OF PEKING" .....	TUESDAY, 24th September, at Noon.
"GABRIO" .....	WEDNESDAY, 2nd October, at Noon.
"CHINA" .....	SATURDAY, 19th October, at Noon.
"DORIC" .....	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China, and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

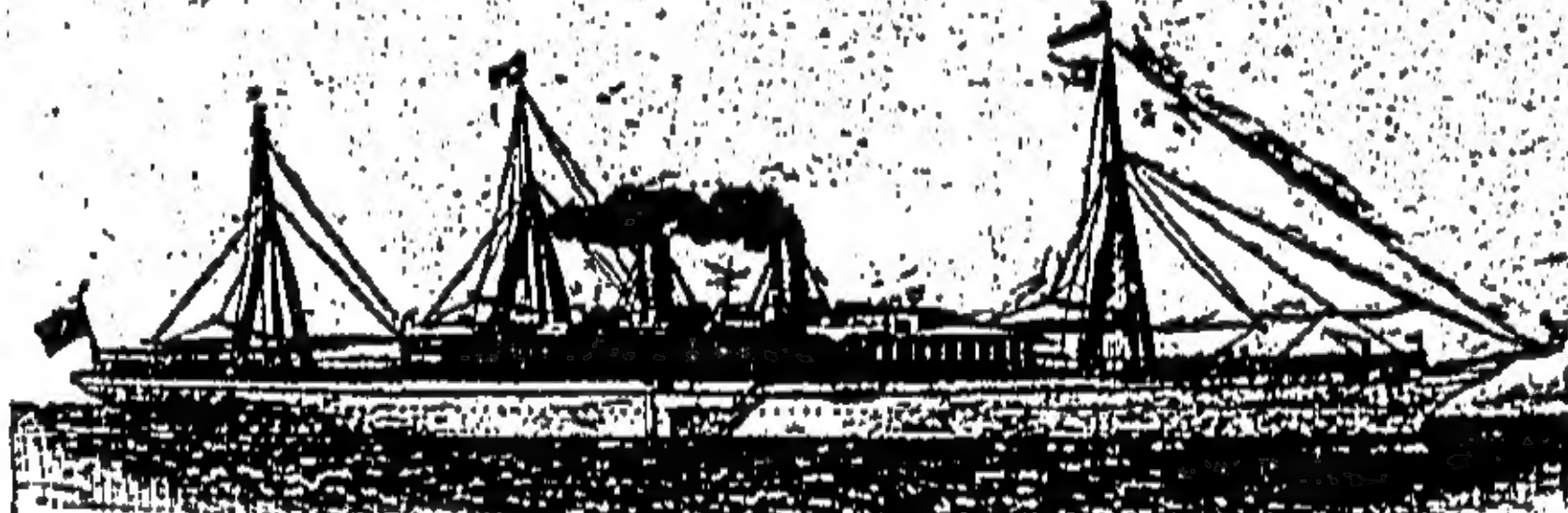
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybis, R.N.R...WEDNESDAY, 25th September.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 23rd October.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 28th August, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SIBIRIA .....	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	10th Sept.	Freight.
ANDALUSIA .....	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	21st Sept.	Freight.
ARABIA .....	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	10th Oct.	Freight.
ARAGONIA .....	NEW YORK via SUEZ CANAL (End of August or beginning September).		Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 27th August, 1901.

## Shipping Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI .....	CHANGSHA .....	1st instant.
NAGASAKI and KOBE .....	KANBU .....	31st instant.
CHINKIANG and SHANGHAI .....	KIUKIANG .....	1st instant.
TIENTSIN .....	NANCHANG .....	31st instant.
TIENTSIN .....	FOOCHOW .....	3rd September.
NAGASAKI, KOBE and MOJI .....	TIENTSIN .....	3rd September.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 29th August, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL .....	PYRRHUS .....	5th September.
" .....	ULYSSES .....	12th September.
" .....	AGAMEMNON .....	19th September.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON .....	STENTOR .....	3rd September.
" .....	IDOMENEUS .....	17th September.
" .....	AJAX .....	1st October.
LIVERPOOL (DIRECT) .....	ORESTES .....	about 15th September.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

Hongkong, 28th August, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 1st September.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th August, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above on TUESDAY, the 3rd September, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 28th August, 1901.

## SHEWAN, TOMES &amp; CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA,"

Captain S. Atsumi, will be despatched for the above Port, on or about the 10th September.

To be followed by the S.S. "ANAPA" about 15th October, 1901.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 20th August, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 11th Sept., at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th August, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &amp;c.

Carlisle City .....
| Stratford ..... | about ..... | Sept. 15 |  |
| THE Steamship | about ..... | Oct. 15 |  |

"CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th July, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, LONDON, TRIESTE.

(Taking Cargo at through Rates to the BRITISH, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"CHINA,"

Captain Levi, will be despatched as above on TUESDAY, the 17th September, P.M.

For further information as to Passage and Freight, apply to JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 28th August, 1901.

## "GLEN" LINE OF STEAMERS FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENVILE,"

Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to MCGREGOR, BROS. &amp; Co., Agents.

Hongkong, 28th August, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 30th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 24th August, 1901.

## FOR SHANGHAI, CHEFOO, VLADIVOSTOK, ALSO PORT ARTHUR.

(If sufficient inducement offers.)

THE Steamship

"PROTECTOR,"

will be despatched for the above Ports, on TUESDAY, the 3rd September, at 3 P.M.

For Freight or Passage, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 28th August, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU-MARU,"

Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 4th Sept., at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd August, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on THURSDAY, the 5th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

V.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th August, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First-class Steamships "INDRAVILLI," "INDRAPURA," and "KNIGHT COMPANION."

Between HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVILLI,"

will be despatched for PORTLAND (OR.) on or about the 10th September, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information, communicate with or apply to ALLEN CAMERON, General Agent.

Hongkong, 23rd August, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Captain Mills, will leave for the above places on TUESDAY, the 17th September, P.M.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 28th August, 1901.

## "GLEN" LINE OF STEAMERS FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENVILE,"

Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to MCGREGOR



THE NATIONAL MEMORIAL TO  
QUEEN VICTORIA.

At a meeting of the General Committee of this memorial held in London, for the purpose of considering the recommendations of the Executive Committee as to the proposed designs, the following recommendations of the Executive Committee were agreed to:

1. The committee recommend that Mr. Brock's design for the memorial be accepted, subject to such modifications as may be necessitated by the scheme of the memorial as a whole.
2. That Mr. As on Webb's plan for the general treatment of the space in front of Buckingham Palace be accepted subject to certain necessary changes.
3. The Committee further recommend that the consideration of the remainder of the Memorial scheme be postponed until the amount of the subscription to the National Memorial has been completed.

## DESCRIPTION OF THE MEMORIAL.

The London Times of July 27th thus describes Mr. Brock's small sketch model of the memorial, and the ground-plan and elevations of Mr. Aston Webb's design for altering the approach to Buckingham Palace.

Although certain important changes in detail will be made in Mr. Webb's design, the general idea is settled, and it is undeniably grandiose. The Mall is to be transformed by the simple but very important change, so long desired by every First Commissioner, of cutting an opening into Charing-cross, to the north of Drummond's Bank. The Mall will thus become a great thoroughfare from end to end, a change which we may hope will have the practical effect of relieving Pall Mall, and even Piccadilly, of a portion of their traffic. We shall have to pay a price for this convenience, for at least one row of trees must be sacrificed before the proposed two carriage roads, with the great "Processional Road" between them, are complete. Some day, when funds permit, it is intended to place groups of sculpture at two points in the Mall representing (1) Canada and Australia, (2) India and Africa; but the subscriptions to the memorial must be largely increased before this will be possible. What is immediately contemplated is to lay out immediately in front of the present railings of the Palace, a semi-circular space, enclosed by an arcade of stone columns of a *grille* of wrought iron (the choice has not yet been definitely made), with a wide thoroughfare passing, on either side, towards Constitution-hill and towards Buckingham-gate. The existing railings having been replaced by something in harmony with the general scheme, the central point will be occupied by the memorial itself, while the remaining space will be laid out as an ornamental garden.

As at the present planned, the memorial will be 60 ft. high, and will rise from a platform elevated about 8 ft. from the ground. The platform itself will be over 100 ft. in diameter and will be flanked by basins into which there will run a copious flow of water. In the centre, steps will lead to the pedestal, the base of a structure of which the effect will be pyramidal, the seated groups below carrying up the eye to the great winged figure of Victory at the summit. Victory, with figures of Constancy and Courage at her feet, stands on the great square column of Portland stone; and below, facing the Mall, sits the stately figure of the Queen. To the right of the column, looking northwards, is the group representing Justice; to the south, the similar group of Truth; behind is Charity, or Love, of course, impossible to speak, for no man can form a final judgment upon so vast an architectural and sculptural group from a small clay sketch measuring, perhaps, 20 in. high. But, at least, one can form an opinion of the ideas meant to be expressed, and of the blocking-out of the design, and so far as these go, Mr. Brock's plan promises well. It is simple, dignified, and characteristic; it tells its own story in language that all can understand, and that all recognize as appropriate; and Mr. Brock may be trusted to carry out in a manner that will not be common-place his conception of these common virtues of Justice, Truth, and Love, which have rightly chosen to symbolize Queen Victoria. The architectural proportions of the memorial, which are artistically quite as important as the sculpture, seem to be admirable, and the whole effect will be greatly helped by the wide platform and its ornaments. This is to be approached by steps guarded by winged lions; a 6 ft. wall of bronze will surmount the water on either side, and may perhaps be decorated with friezes illustrating the progress of mankind during the Queen's reign; while in the centre of this wall we shall have on the one side figures representing the Navy and the Army, and on the other, a like group to denote Art and Science.

It is intended, we believe, to proceed very soon with the opening into Charing-cross, and to undertake the rearrangement of the Mall immediately after the coronation. Mr. Brock's work will, of course, be taken in hand at once.

## THE VICTORIA CROSS.

The London Gazette states that the King has been graciously pleased to signify his intention to confer the decoration of the Victoria Cross on the undermentioned soldiers, whose claims have been submitted for His Majesty's approval, for their conspicuous bravery in South Africa as stated against their names:—

Privates R. Scott and J. Pitts, 1st Battalion Manchester Regiment. During the attack on Caesar's Camp, in Natal, on January 6th, 1900, these two men occupied a sangar, on the left of which all our men had been shot down and their positions occupied by Boers, and held their post for 15 hours without food or water, all the time under an extremely heavy fire keeping up their fire and a smart look-out, though the Boers occupied some sangars on their immediate left rear. Private Scott was wounded.

## THE ALL-BRITISH CABLE.

## CEYLON AS A CONNECTING LINK.

A British inter departmental committee is considering the question of laying a cable between Ceylon and the Cocos Islands, in the Indian Ocean, so as to connect with the submarine cable which is being laid between the Cape of Good Hope and Australia, and thus secure an all-British telegraphic route between England and India.

The foregoing is from the Australian papers to hand by the belated s.s. *Cairo* and read in conjunction with Reuters' telegram, indicates that Ceylon is destined to take a prominent place in the alternative (and all-British) cable route to India. A direct cable to Australia and South Africa, too—especially with ultimate purchase by the State—should ensure cheap rates between this island and both of the great countries in the southern Indian Ocean. The cable would be brought to Ceylon to complete the connection with India, and there is every possibility that when the British cable to the Cape to Australia has been completed, this additional branch from the Cocos or Keeling Islands will be taken in hand. To-day is the best news in connection with cable matters that we (*The Telegraph*) have had the pleasure of publishing for many a long day.

ENTRIES FOR THE DERBY AND  
THE OAKS OF 1903.

The entries for the Derby and the Oaks of 1903 (for colts and fillies, now yearlings) have closed, and the sub-joined table will show how they stand by comparison with previous years:—

Year.	Derby.	Oaks.	St. Leger.
1891.....	237	215	213
1892.....	231	196	207
1893.....	234	210	232
1894.....	301	233	249
1895.....	321	243	222
1896.....	275	227	188
1900.....	318	243	230
1901.....	322	277	255
1902.....	298	243	238
1903.....	303	271	Not closed.

## BRAZIL'S ECONOMIC POSITION.

## TOO MUCH COFFEE.

The production of coffee in Brazil is so severely felt, says Mr. Consul Rhind in his report on the financial economic situation in Brazil, that a strong opinion has gained ground that a 20 per cent. reduction in output is necessary and that compulsory destruction of the crops to that proportion should be insisted on. It is stated that the world's production of coffee now attains 16,500,000 bags per annum, while the consumption is only 14,500,000, the excess of 2,000,000 bags being attributed entirely to Brazil; and it is felt that this surplus should be done away with.

UNCLAIMED LETTERS AT THE  
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Atkinson, A.	McLean, A. E.
Atkinson, Miss I.	Miller, O. H.
Angus, W.	Marshall, C. W.
Alexander, M. R.	Merchants Despatch & Transportation Co.
Anderson, W. H.	Mills, S.
Atlanta, Miss J.	Mills, F.
Ainslie, Mrs.	Maipang, W.
Anderson, Mrs. E. F.	Mills, S. C.
Atkinson, J. I.	Mitchell, W. T.
Barton, Miss A. C.	Mundie
Brent, M.	Mesny, Miss A.
Bender, H.	Mullary
Bowles, Mr. & Mrs.	Mullary
J. H.	Mullary, H. L.
Drucker, Hy.	Norton, R.
Burke, Rev. P. G.	Nicholson, H. J.
Burger, I. W.	Niven, I.
Brown, A. J. D. D.	Norris, J. D.
Browne, E.	Newby, Capt. A.
Baboonian	Oswin, A.
Binet, F.	Owles, F.
Crammer, R. B.	Oliver, The Hon.
Carlton, L. G.	Owens, E. C.
Carlos, A.	Oliver, H. M.
Chinchiole, G. N.	Palmer, W. B.
Chisholm, J. I.	Painter, Rev. T. W.
Craddock, H. E.	Palmer, C. D.
Collins, M. J.	Paoli, S.
Cox, Miss M. J.	Panti, O.
Deane, C. L.	Parks, W. J.
Douglas, Mrs. M. E.	Peterson, W.
Day, R.	Pollakoff, M. M.
David, J. W.	Pilcher, A. J.
Damerell	Picard, W. G.
Dyson	Palfit, J. S.
Esposito, E.	Perera, Mrs. C.
Eschauer, P.	Petter, J. D.
Engert, M.	Ridgway, F.
Forest, Miss A.	Robinson, C. T.
Fitzsimmons, C. A.	Rouch, S. C. L.
Fleming, G.	Raine, Miss P.
Farr, A. J. M.	Rossell, M.
Frankland, A.	Roschild, O. F.
Faure, J.	Reid, J. G.
Flying Jordan's Circus	Robinson, C.
Gye, H. W.	Robles, M.
Genahre, J.	Richardson, W. N.
Gorcke, A.	Robinson, Miss
Girard, A. V.	Ross, C. H.
Gairford, Mrs.	Rutledge, H. E.
Galbraith, J. E.	Ralphs, E.
Grieve, A. R.	Rice, C.
Grant, L. W.	Raaga
Guthrie, J. R.	Rice, E. da
Hall, E. A. S.	Samborne, Dr. F. G.
Hart, A. B.	Slig, J. R.
Händid	Shakoor, A. C.
Harrison, Carl	Shaffer, S.
Halcott, H.	Sternmarie
Hemann, H.	Singh, C.
Hendon, T.	Sampson, J.
Hannan, J. W.	Silva, S. N.
Holdsword, S.	Salva, C. de
Haiman	Stephenson, Miss G.
Hunter, J. A.	Seldner, J. K.
Irvine, C. W.	Stewart, J. K.
Jones, Dr.	Swanland
Jackson, J. G.	Smith, A. H.
James, W. D.	Superintendent
Johnson, J.	Silvill, J. K.
Jesus, D. J.	Samuel, C. J.
James, S. G.	Singh, G.
Johnstone, B. H.	Sprague, O.
Jamieson	Soolayman, H.
Jephson, Capt. J.	Thomas, L. C.
Jarvis, A. C.	Trick, R.
Kirk, Dr. R.	Thomas, Mrs. J.
Knight, H.	Turkey, M. H.
Kalet, M.	Towzlin
Keelin, H.	Thompson, C. W.
Kapelle, W. A.	Taylor, C.
Kisner, Smith	Tumler, W.
Kahaweller, S.	Torrance, J. C.
Laura, A. R.	Valentine, A.
Leitav, F. P.	Varley, Miss L. W.
Luz, D.	Vass, Capt.
Little, Mrs. A.	Vance, C. H.
Lives, R. P.	Westcott, R.
Liv, R. J. P.	Weber, D. E.
Lorenzo, M.	Weissmann, B.
Lebrary, D. W. P.	Walker, H. W.
Lötter, P. M.	Walker, J. D.
Lever, S.	Walker, D. H.
Livingstone, J.	Wilson, F.
Leslie, M. H.	Ward, E. G.
McGill, W. E.	Wennberg, H. O.
McCracken, W. R.	Wichmann, E.
Miller, R. E.	Yond, B.
Merrice, M. E.	Zulauf, F.
Money, R. J.	

## List of Registered Covers in Poste Restante.

Andrews, Wm.	Kahn, R.
Abbas Khan	Kemper, A. C. (London)
Amcer Shah	Kanan Ilaht
Angudiah, M. S.	Kahim Bakash
Atlanta, Miss I.	Kumura
Brandt, P. (2)	Kala Singh
Brimble, Capt. A.	Kohen, E. A.
Bortolo, B.	Kallah Singh
Babal Singh	Ludash Singh
Beverly, Bonifacio	Liton, G. (London)
Bonifacio	Mahar
Bonifacio	Mirza Sadi
Bonifacio	Musso & Co. G. D. (1)
Bonifacio	McDougal, Mrs. R. S.
Bonifacio	Mahieu, A.
Bonifacio	McGill, Major H. S.
Bonifacio	(Tintin)
Bonifacio	Mackis Miss S. P.
Bonifacio	Martin, H. J.
Bonifacio	

Celestino, P.	Marsh, Capt. F.
Dior, R. R. de	Mullary & Co.
David, J. A. Singapore	Nand Singh
Ernebel, H. O.	N. C. A. H.
Eduarte, C.	Noble, James
Ellis, J. C.	Nar Singh
Evans, Miss A.	Oibes, Fred
Fair, J.	Patterson, Lt. E. C.
Fox, F.	Lyden
Farris, G. (Singapore)	Preston, D.
Fernandez, V. F.	Passantino, Z. (2)
Fode, Wail, (Austria)	Petchizelles, H.
Gajor Singh, I. P. C. 647	Pekin Railway, Chief Engineer
Gunda Singh	Pitault, M.
Gleick, M.	Roberts, J. (2)
Gomes, J. G.	Robles
Graves, W.	Ross, E. de
Guat, C. F.	Ritter, W. A.
Geralt, A. (Nagasaki)	Rizzo, Mad. E.
Galve, J. da Cunha	Sydney, By.
Grat, J. (Brazil)	Sultan Mahomed
Goff, Ore S. (Buffalo, N. Y.)	Sahib Hajee, F.
Gray, C. J.	Shane, Capt.
Hall, J. L.	Sammel & Co.
Hall, Capt. F. (2)	Skeener, J.
Honshi, S.	Sandow, Mrs. Alma
Haynes, J.	Tilley, Capt. (7)
Herman Singh (Singapore)	Tremain, B. L. (New York)
Hamilin, Mrs. G.	Ukham Singh
Holecek, Mrs. R.	Whitton, Mrs.
Haidar Khan I. P. C. 779	West, Mrs. M.
Harrison, S. W.	Wazir Singh
Hustain Khan	Waryam Singh
Isfahani, H. M. S.	Willis, A.
Jeannot, G. (2)	Wazir Singh, I. P. C.
Jeevan Singh, I. P. C.	Wertheimer, Mrs. B. J.
664	Zuniga, J. M.

## List of Registered Covers for Merchant Ships.

S.S. <i>Assau</i>	G. Nazinovich
<i>Atlas</i>	M. Rickinson
H.M.S. <i>Bangor</i>	G. Groves
S.S. <i>Changsha</i>	Capt. Moore
<i>Chinglu</i>	Chas. Lendberg
<i>Dragonan</i>	J. W. Holland
<i>Elite Norwack</i>	J. McCarthey
R.M.S. <i>B. of Japan</i>	J. Cooper
S.S. <i>Erica</i>	Capt. Zindel
<i>Hailan</i>	R. Olsen
<i>Hating</i>	A. E. Tilson
<i>Helsing</i>	Sernang Humar
U.S.S. <i>Isla de Luzon</i>	C. Renton
U.S.S. <i>Isla de Luzon</i>	W. Lynch
S.S. <i>Loosch</i>	L. Brandt
Barque <i>Lanberg</i>	Capitain
S.S. <i>Monuel Laguna</i>	E. Nielson
<i>Patricius</i>	Capt. E. Dickens
<i>President</i>	R. H. Munro
Transport <i>Perak</i>	J. C. Connor. (2)
S.S. <i>Peria</i>	Chas. Smith
U.S.H.S. <i>Relief</i>	Chas. McFeely
<i>Relief</i>	J. H. Miller
<i>Relief</i>	P. Schneider
S.S. <i>Shantung</i>	H. S. Clifton
<i>St. Dunston</i>	Leop. Piringer
<i>Sui Tai</i>	A. Nene
<i>Ula</i>	R. O. Lloyd. (2)
Transport <i>Wright</i>	S. Croft

List of unclaimed Telegrams lying in the  
Joint Telegraph Companies' Offices  
at Hongkong.

Amos	Takmakoff
Ghingtai (2 telegrams)	Thungseong
Chunbangchang	Trienfat
Huffman	Willner
John Wheeler	With
Kaibing	Woocheong
Konghinin	Wood
Kongyueheng	Wooker
(Two Telegrams)	Yehusmoio
Kwongchanchong	Yehusmoio
Leite Werthman	Vovna
Lohengke	Yuenhopai
Neade	6436
Nguyen Thanh	3458, 4713, 5002 (Kao)
Norton	Hok Chan
Schmidt (2 telegrams)	9003 Yuenhopai
Shiuchinchong	1,089, 1,450
Soonkei (9988)	1,759

## Insurances.

"L'UNION"  
FIRE INSURANCE COMPANY, LD.  
(Established 1888).

THE Undersigned, having been appointed  
GENERAL AGENT for the above  
Company, is prepared to ACCEPT RISKS  
at current rates.  
Claims settled direct without reference to the  
Head Office.

A. R. MARTY,  
Agent.

Hongkong, 5th July, 1901. 1712c

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN AND CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th May, 1901. 1750

## Notice of Firm.

THE HONGKONG AND KOWLOON  
WHARF AND GODOWN CO.,  
LIMITED.

## NOTICE.

DURING MY TEMPORARY ABSENCE  
from the Colony, Mr. R. J. MACGOWAN  
will act as SECRETARY of the above  
Company.

By Order of the Board of Directors,  
EDWARD OSBORNE,  
Secretary.

Hongkong, 28th August, 1901. 1932c

## Masonic.

## ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above  
LODGE will be held at the FREE-  
Masons' Hall, Zetland Street, on MONDAY,  
the 2nd September, at 8.30 for 9 p.m. precisely.  
Visiting Brethren are cordially invited to attend.  
Hongkong, 26th August, 1901. 1944c
MEE CHEUNG  
PHOTOGRAPHER.

For Floor of 1st House, 11  
1st House, 11

IS now in position, in his New and Com-  
modious Premises, to receive, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICE  
in the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
a specialty.  
Hongkong, 22nd September, 1901. 190

## Auctions.

## GOVERNMENT NOTIFICATION.

No. 418.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held at the Offices of the Public Works  
Department, on  
MONDAY,  
the 2nd day of September, 1901, at 3 P.M., are  
published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Monday,  
the 2nd day of September, 1901, at 3 P.M., at the  
Offices of the Public Works Department, by  
Order of His Excellency the Governor, of Four  
Lots of CROWN LAND, at Tai Kok Tsui,  
Kowloon, in the Colony of Hongkong, for a term  
of 75 Years, with the option of renewal at  
a CROWN RENT to be fixed by the Surveyor  
of His Majesty the KING, for one further term  
of 75 years.

## PARTICULARS OF THE LOTS.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Kowloon Island	1000	1000	1000	1000
2	Tai Kok Tsui	200	200	200	200
3	Tai Kok Tsui	300	300	300	300
4	Tai Kok Tsui	400	400	400	400

## GOVERNMENT NOTIFICATION.

No. 417.

THE following Particulars and Conditions of  
Sale of Crown Land by Public Auction,  
to be held at the Offices of the Public Works  
Department, on  
MONDAY,  
the 2nd day of September, 1901, at 3 P.M., are  
published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Particulars and Conditions of the letting by  
Public Auction Sale, to be held on Monday,  
the 2nd day of September, 1901, at 3 P.M., at the  
Offices of the Public Works Department, by  
Order of His Excellency the Governor, of One  
Lot of CROWN LAND, at Kennedy Road,  
in the Colony of Hongkong, for a term  
of 75 Years, with the option of renewal at  
a CROWN RENT to be fixed by the Surveyor  
of His Majesty the KING, for one further term  
of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Kennedy Road	210	210	210	210
2	Kennedy Road	320	320	320	320
3	Kennedy Road	430	430	430	430
4	Kennedy Road	540	540	540	540

## To be Let.

## TO LET.

NO. 1, STEWART TERRACE.—THE  
PEAK.

Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901. 1709c

## TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901. 1822c

## TO LET.

A HOUSE IN RYON TERRACE.

"THE RETREAT" MOUNT KELLET.

Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901. 1209c

## TO LET.

SHOP or OFFICE and TOP FLOOR, of  
No. 70, QUEEN'S ROAD CENTRAL.

For Particulars, apply to  
THE MEDICAL HALL.  
Hongkong, 24th August, 1901. 1911c

## TO LET.

(From 1st August next).

NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to  
PUN HUNG,  
85, Queen's Road Central.  
Hongkong, 17th July, 1901. 1761c

## For Sale.

## FOR SALE.



